Remarks

Reconsideration of this Application is respectfully requested.

Upon entry of the foregoing amendment, claims 1-7 are pending in the application. Claims 1, 2, and 4 are amended; claims 6 and 7 are added; the abstract is amended; and paragraphs [0006], [0011], [0029], and [0037] are amended. These changes are believed to introduce no new matter, and their entry is respectfully requested.

Based on the above amendment and the following remarks, Applicants respectfully request that the Examiner reconsider all outstanding objections and rejections and that they be withdrawn.

Claim Objection

Claim 1 was objected to for the misspelling of the word "valve." Claim 1 is amended herein to correct the spelling. Accordingly, Applicants respectfully request that the objection be withdrawn.

Rejections under 35 U.S.C. § 102

Claims 1-5 are rejected under 35 U.S.C. § 102(b) as allegedly being anticipated by JP3164563 to Ryoya *et al* ("the Ryoya publication"). Applicants respectfully traverse this rejection because the Ryoya publication fails to disclose each and every element of the claims.

Claim 1, as amended herein, recites:

> A reverse rotation preventing mechanism for a diesel engine comprising:
> a camshaft driven by a crankshaft through power transmission means;
> an intake cam provided on the camshaft so as to drive an intake valve;
> an exhaust cam provided on the camshaft so as to drive an exhaust valve; and
> a single fuel injection pump cam provided on the camshaft so as to drive a fuel injection pump, wherein the single fuel injection pump cam is shaped so as to include a rotatably integral maximum radius portion, minimum radius portion, and middle stage portion, and wherein the middle stage portion is radially larger than the minimum radius portion and is disposed in a predetermined angle range on the back side in the rotation direction of the single fuel injection pump cam from the maximum radius portion.

The Ryoya publication fails to disclose or suggest the claimed invention. In particular, the Ryoya publication does not appear to disclose "an intake cam provided on the camshaft so as to drive an intake valve" or "an exhaust cam provided on the camshaft so as to drive an exhaust valve" as recited in claim 1. In addition, the Ryoya publication does not appear to disclose "a single fuel injection pump cam provided on the camshaft so as to drive a fuel injection pump, wherein the single fuel injection pump cam is shaped so as to include a rotatably integral maximum radius portion, minimum radius portion, and middle stage portion" as recited in claim 1.

The Ryoya publication, rather, appears to disclose two cams, the fuel cam 10 and the reverse rotation preventing cam 20, that act on the fuel injection pump, wherein the reverse rotation preventing cam 20 is rotatable relative to the fuel cam 10. However, the claimed invention includes a single cam that acts on the fuel injection pump that performs the function of both the cams 10 and 20 in the Ryoya publication. Further, in

the claimed invention, the fuel injection pump cam "is shaped so as to include a rotatably integral maximum radius portion, minimum radius portion, and middle stage portion." The middle stage portion of the claimed fuel injection pump cam functions as the reverse rotation preventing cam 20 in the Ryoya publication such that "the middle stage portion" in the Ryoya publication rotates relative to the fuel cam 10. Conversely, in the claimed invention the middle stage portion cannot rotate relative to the fuel injection pump cam because the middle stage portion is part of the fuel injection pump cam. Thus, the fuel cam 10 of the Ryoya publication does not "include a rotatably integral maximum radius portion, minimum radius portion, and middle stage portion, and wherein the middle stage portion is radially larger than the minimum radius portion and is disposed in a predetermined angle range on the back side in the rotation direction of the single fuel injection pump cam from the maximum radius portion." The claimed invention utilizes a single cam that acts on the fuel injection pump instead of a pair of cams as in the Ryoya publication. Further, there is no suggestion in the Ryoya publication to replace the cams 10 and 20 of the Ryoya publication with a single fuel injection pump cam with the claimed characteristics of the invention. Accordingly, Applicants respectfully request that the rejection of claims 1-5 be withdrawn.

Independent claim 1, and claims 2-5 which depend therefrom, are patentable for at least the reasons noted above. New claims 6 and 7 depend from claim 1 and are also patentable for at least the same reasons as claim 1. Applicants respectfully request that all rejections be withdrawn and the claims allowed.

Conclusion

All of the stated grounds of objection and rejection have been properly traversed, accommodated, or rendered moot. Applicants therefore respectfully request that the Examiner reconsider all presently outstanding objections and rejections and that they be withdrawn. Applicants believe that a full and complete reply has been made to the outstanding Office Action and, as such, the present application is in condition for allowance. If the Examiner believes, for any reason, that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at the number provided.

Prompt and favorable consideration of this Amendment and Reply is respectfully requested. Based on the above amendment and the following remarks, Applicants respectfully request that the Examiner reconsider all outstanding objections and rejections and that they be withdrawn.

Respectfully submitted,

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Date: July 9, 2008

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